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	CENTRALCONFIDENTIAL	REPORT	
	INFORMATION REPORT	CD NO.	
COUNTRY	USSR (Udmurt ASSR)	DATE DISTR. 17 AUG 51	٠,-
SUBJECT	Rail Traffic at Izhevsk	NO. OF PAGES 2	٠.
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1.	Between October 1949 and January 1950 the following	ng munitions and materials	
	were reduced of craims at the destern for twent State	ion at Izhevsk (56-51N	
	53-14E) and sent towards the west:		
•	a. Daily, at least two closed cars of artillery	Prominition most in house	
	a. Daily, at least two closed cars of artillery caliber shells in wicker containers, and some b. Daily, at least one flat-car with sun-harrels	ammunition, mostly heavy in boxes.	
	a. Daily, at least two closed cars of artillery caliber shells in wicker containers, and some	ammunition, mostly heavy in boxes.  four to a flat-car agth of the railway cars.	
	<ul> <li>a. Daily, at least two closed cars of artillery caliber shells in wicker containers, and some</li> <li>b. Daily, at least one flat-car with gun-barrels The length of the barrels was equal to the length.</li> <li>c. Daily, at least one closed car of unfinished.</li> </ul>	ammunition, mostly heavy in boxes.  , four to a flat—car agth of the railway cars.  corpedo hulls, 10 to 12	
2.	<ul> <li>a. Daily, at least two closed cars of artillery caliber shells in wicker containers, and some</li> <li>b. Daily, at least one flat-car with gun-barrels The length of the barrels was equal to the length of</li></ul>	ammunition, mostly heavy in boxes.  , four to a flat-car, agth of the railway cars.  corpedo hulls, 10 to 12  ron blocks, six-sided,	
2.	<ul> <li>a. Daily, at least two closed cars of artillery caliber shells in wicker containers, and some b. Daily, at least one flat-car with gun-barrels. The length of the barrels was equal to the length of the barrels was equal to the length, at least one closed car of unfinished thulls per car.</li> <li>d. Daily, at least two or three flat-cars with in approximately six feet long; 10 to a flatcar.</li> <li>In addition, loading of the following items was all a. Tank caterpillar tracks, width approximate possible.</li> </ul>	ammunition, mostly heavy in boxes.  four to a flat-car agth of the railway cars.  corpedo hulls, 10 to 12  ron blocks, six-sided,  so observed:	
2.	a. Daily, at least two closed cars of artillery caliber shells in wicker containers, and some b. Daily, at least one flat-car with gun-barrels The length of the barrels was equal to the length of the barrels was equal to the length, at least one closed car of unfinished thulls per car.  d. Daily, at least two or three flat-cars with in approximately six feet long; 10 to a flatcar.  In addition, loading of the following items was all a. Tank caterpillar tracks, width approximate power.	ammunition, mostly heavy in boxes.  four to a flat—car agth of the railway cars.  corpedo hulls, 10 to 12  ron blocks, six—sided,  so observed:	
2.	a. Daily, at least two closed cars of artillery; caliber shells in wicker containers, and some b. Daily, at least one flat-car with gun-barrels. The length of the barrels was equal to the least one closed car of unfinished thulls per car.  d. Daily, at least two or three flat-cars with in approximately six feet long; 10 to a flatcar. In addition, loading of the following items was all a. Tank caterpillar tracks, width approximate post No. Trailers;	ammunition, mostly heavy in boxes. , four to a flat—car negth of the railway cars. Lorpedo hulls, 10 to 12 ron blocks, six-sided, Lso observed:  yman No. Change in Class.  Changed To: TS S 6	
2.	a. Daily, at least two closed cars of artillery; caliber shells in wicker containers, and some b. Daily, at least one flat-car with gun-barrels. The length of the barrels was equal to the length of the barrels was equal to the length, at least one closed car of unfinished thulls per car.  d. Daily, at least two or three flat-cars with in approximately six feet long; 10 to a flatcar. In addition, loading of the following items was all a. Tank caterpillar tracks, width approximate power.	ammunition, mostly heavy in boxes.  , four to a flat—car negth of the railway cars.  torpedo hulls, 10 to 12  ron blocks, six—sided,  so observed:  The Class.  Change In Class.  Changed To: IS S C	
3.	a. Daily, at least two closed cars of artillery; caliber shells in wicker containers, and some b. Daily, at least one flat-car with gun-barrels. The length of the barrels was equal to the length of the flat-cars with in approximately six feet long; lot o a flatcar.  In addition, loading of the following items was all a. Tank caterpillar tracks, width approximate post No Class Auth	ammunition, mostly heavy in boxes.  In four to a flat-car night of the railway cars.  corpedo hulls, 10 to 12  con blocks, six-sided,  so observed:  Seclassified  Change in Class.  Changed To: TS S  Changed To: TS S  Seclassified  Seclassified  Seclassified  State of the representation of the representation of the representation.	UM
3.	a. Daily, at least two closed cars of artillery; caliber shells in wicker containers, and some b. Daily, at least one flat-car with gun-barrels. The length of the barrels was equal to the length of the length of unfinished the hulls per car.  d. Daily, at least two or three flat-cars with in approximately six feet long; 10 to a flatcar.  In addition, loading of the following items was all a. Tank caterpillar tracks, width approximate the length of the length of last length 12 m.  The above items were brought to the Western Railway carranes. It is assumed that they care from the second of the length	ammunition, mostly heavy in boxes.  four to a flat-car agth of the railway cars.  torpedo hulls, 10 to 12  ron blocks, six-sided,  so observed:  man No.  Change In Class.  Changed Yo: TS S C  Seclassified  Changed Yo: TS S C  y Station at Izhevsk rs with the help of tion of the munition railway.	UM
3.	a. Daily, at least two closed cars of artillery; caliber shells in wicker containers, and some b. Daily, at least one flat-car with gun-barrels. The length of the barrels was equal to the length length of the closed car of unfinished the hulls per car.  d. Daily, at least two or three flat-cars with in approximately six feet long; 10 to a flatcar.  In addition, loading of the following items was all a. Tank caterpillar tracks, width approximate power. No flats of the caterpillar tracks, with approximate power with the main the above items were brought to the Western Railwar by trucks and trailers and loaded on to railway cateranes. It is assumed that they came from the section works not connected by branch lines with the main.	in boxes.  , four to a flat-car agth of the railway cars.  Lorpedo hulls, 10 to 12  con blocks, six-sided,  Loo observed:  Change In Class.  Changed Yo: IS S G  Changed Yo: TS S G  y Station at Izhevsk rs with the help of tion of the munition railway.  the station in the direc-	UM
3.	a. Daily, at least two closed cars of artillery; caliber shells in wicker containers, and some b. Daily, at least one flat-car with gun-barrels. The length of the barrels was equal to the length length of the closed car of unfinished the hulls per car.  d. Daily, at least two or three flat-cars with in approximately six feet long; 10 to a flatcar.  In addition, loading of the following items was all a. Tank caterpillar tracks, width approximate of the length	in boxes.  , four to a flat-car agth of the railway cars.  Lorpedo hulls, 10 to 12  con blocks, six-sided,  Loo observed:  Change In Class.  Change In Class.  Changed Yo: IS S G  Sy Station at Izhevsk 50X1-HU rs with the help of tion of the munition railway.  the station in the direction of the station in the direction of the munition railway.	UM
3.	a. Daily, at least two closed cars of artillery: caliber shells in wicker containers, and some b. Daily, at least one flat-car with gun-barrels The length of the barrels was equal to the len c. Daily, at least one closed car of unfinished thulls per car.  d. Daily, at least two or three flat-cars with in approximately six feet long; 10 to a flatcar.  In addition, loading of the following items was al a. Tank caterpillar tracks, width approximate b. Trailers; c. Iron girders, T and U shaped; d. Rails, length 12 m.  The above items were brought to the Western Railwaby trucks and trailers and loaded on to railway cacranes. It is assumed that they came from the sec works not connected by branch lines with the main The following trains were observed passing through tion of the munition works area: a. Daily: 1) At least one fuel train of approximate  2) One or two trains of semi-finished	in boxes.  If our to a flat—car negth of the railway cars.  Corpedo hulls, 10 to 12  con blocks, six—sided,  So observed:  Smany No.  Change in Class.  Change in Class.  Change for IS S  Changed To: IS S  The TO-2 To By  y Station at Izhevsk rs with the help of tion of the munition railway.  the station in the direction of the station in the direction of the munition railway.	UM
3.	a. Daily, at least two closed cars of artillery caliber shells in wicker containers, and some b. Daily, at least one flat-car with gum-barrels. The length of the barrels was equal to the length of the length of unfinished thulls per car.  d. Daily, at least two or three flat-cars with in approximately six feet long; 10 to a flatcar.  In addition, loading of the following items was all a. Tank caterpillar tracks, width approximate the length of the section of the middle state of the least on the section of the munition works area:  The above items were brought to the western Railway carranes. It is assumed that they came from the section of the munition works area:  a. Daily: 1) At least one fuel train of approximately 20 flat-cars.  3) One or two trains of semi-finished mately 20 flat-cars.	in boxes.  If our to a flat—car negth of the railway cars.  Corpedo hulls, 10 to 12  con blocks, six—sided,  So observed:  Smany No.  Change in Class.  Change in Class.  Change for IS S  Changed To: IS S  The TO-2 To By  y Station at Izhevsk rs with the help of tion of the munition railway.  the station in the direction of the station in the direction of the munition railway.	UM

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b. Two or three times per week: One train of gravel and lime, approximately 30 cars.



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